Direct Express Train between Puri and Chennai

1792. SHRI RAHASBIHARI BARIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal to introduce a direct express train between Puri and Chennai and vice-versa;

(b) whether the proposal would be implemented during the 2000- 2001 financial year; and

(c) if so, the steps taken in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) and (c) Do not arise.

Tender Specifications for 140 T Cranes

1793. SHRI NILOTPAL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was any operational speed requirement laid in tender specifications for 140 T cranes in 1984-85 and 1997-98 contracts for safe travels of these cranes on trunk routes;

(b) if so, what is the operational speed requirement?

(c) whether the Safety Commissioner has issued clearance certificate for tender required operating speed to these cranes; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes Sir.

(b) The maximum speed was specified as 90 kmph.

(c) and (d) The first time introduction of a crane of a new design on a Zonal Railway needs the sanction of Railway Board on the recommendation of Commissioner of Railway Safety (CRS) through Chief Commissioner of Railway Safety (CCRS) for safe operational speed. For running of the similar cranes on other Zonal Railways each Railway takes permission from CRS based on Railway Board's sanction and depending on local conditions actually obtaining on the railways.